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Tremendous Bargains.

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Of a Manufacturer's Stock of Ladies' and Childrens'

MUSLIN UNDERWEAR.

CHEMISES, heavy cotton, Torchen edge, at 25 cents.

DRAWERS, heavy cotton, Torchen edge, at 25 cents.

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e of the above will outwear two or three garments made of the cheap, poor cottons in the market.

AN ELEGANT LINE OF THE ABOVE GOODS AT 50 CENTS.

Many of these goods are actually worth 75 cents.

The Worst Break on Good Quality Muslin Uderwear Ever Made Here.

WALTON BROS.

Of Course It Is Early

To talk about

WINTER CLOTHING

In this genial climate, but it will

Do - No - Harm

To ask you to step in and inspect our splendid assortment of

MEN'S, YOUTHS' AND BOYS'

OVERCOATS!

There is an old saw that reads,

"Forewarned Is Forearmed"

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Ready For The Blizzard

That is bound to come.

COME AND SEE US. WE CAN DO YOU GOOD.

FAWKNER & SHEPHERD.

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DEALERS IN

LUMBER,

Lath, Shingles, Sash, Doors,

BLINDS,

And All Kinds of Building Material.

Parties contemplating the purchase of anything in our line, are invited to give us a call, inspect our stock and get our rates, before purchasing elsewhere.

Yards at Decker's old stand, west end.

Not Much!

Unless You

USE NORMAN HORSES!

THIRTY TO FIFTY HEAD

Always on Hand

FOR SALE.

Jacob Von Tobel,

THE

LUMBER MERCHANT

Will furnish you

LUMBER

And

Picket Wire Fence

In any quantity from a foot to car loads. He makes a specialty of

MANUFACTURING MATERIALS, SEWER PIPE, BRICK, GRASS, ETC.

HARD COAL ON HAND.

Call on him at the Red Office.

HARTLEY'S RESTAURANT

And Lunch Counter.

MEALS AT ALL HOURS.

Board by the Day or Week.

CONFECTIONERY, FRUITS, TOBACCO, AND CIGARS.

Oysters as you like them.

Removed to basement under Greenebaum's clothing store.

THE BLADE.

T. E. DU BOIS, Publisher.

SATURDAY, MARCH 2, 1889.

FAIRBURY.

A Brief History of Its Early Settlement.

A Resume of Its Churches and Social Organizations.

Its Rapid Growth and Excellent Future Prospects.

The Excellence of Its Public Schools. Its Advantages as a Trading Point.

Illustrated by Sketches of Its Leading Busines Men and Their Various Lines of Traffic.

The rapid growth in population and wealth of the great prairie states of the west is one of the wonders of the wonderful century in which we live. At the beginning of the century a journey from the seaboard to the head waters of the streams that empty into the Mississippi, involved more hardship and toil and consumed more time than is now required to circumnavigate the globe. When those streams were reached, the sluggish flat boat, slowly borne along by the current, or laboriously propelled against it by means of oars or poles, was the most expeditious mode of transportation. There was little to tempt the most enterprising pioneer to brave the hardships of such a journey. If he found a fertile soil ready to yield its treasurers at his touch, their very abundance was a mockery to his toil, for it required long, weary journeys to reach a market where his surplus products could be exchanged for articles necessary for the comfort of his family. The advent of the steamboat added greatly to the means of transportation, and it was believed that the acme of rapid transit had been reached. A great impetus was then given to emigration. Towns and cities sprang up along the principal water ways, but the most hardy pioneer was reluctant to go beyond easy reach of navigable rivers and few ventured beyond the timber that skirted those streams. Thus the wooded hills of the south in 1818 contained the principal part of the population of the new state. Population moved slowly, and reluctantly northward along the timber bordered streams that drain the great prairies. But it was a slow, unwilling movement, a mere crowding-out process by which some were compelled to leave the great bodies of timber and seek shelter in the minature groves which here and there relieved the monotony of the prairie landscape. But the population of the state had more than trebled before this pressure from the south was sufficient to force the first settler to venture within the present bounds of Livingston county. In 1829, sixty years ago, M. V. Darnall arrived with his family and made his home in Indian Grove, a few miles south-west of the present site of Fairbury. For twenty-five years the population increased very slowly. The small amount of timber in the county was insufficient to supply a large population with fuel and building material and it was the only dependence. About 1850 the building of railroads began to stimulate the settlement of the prairies, and though no railroad had yet reached Livingston county, sagacious men began to see that this new mode of locomotion would make the cultivation of the prairies possible. The C. & A. railroad was completed through the county in 1854, and three years later the Peoria and Oquawk, now the T., P. & W. railroad, was built.

The same year the village of Fairbury, at first called South Avoca, was platted. The population of the county increased rapidly and the village had a prosperous growth from the start. The close of 1858 saw it quite a flourishing little village with stores, blacksmith shop, hotel, church, etc. In 1859 a large flouring mill was added to the industries of the village. The business houses at first clustered around the public square, but the most of them were destroyed by fires at various times and the business has gradually moved eastward on Locust street, until now the square is entirely deserted by business houses, with the single exception of Dahler & Son's carriage and blacksmith shop.

The village was incorporated in 1864. The population was then about 500 and though it has now attained a population that entitles it to rank as a city the village organization is still retained.

Fairbury was the first town in Central Illinois to attempt to develop the vast beds of coal that underlie a great part of the state. Mr. M. L. Marsh began the work of sinking a shaft west of the village in 1862, and after incurring great expense and overcoming a great many discouraging difficulties, he reached a vein of coal at a depth of 216 feet. In 1867 a second shaft was sunk east of the village and a paying vein reached at a depth of 160 feet. Both of these mines are now abandoned but they added immensely to the growth in population and business of the village. In 1878 a third shaft was sunk near the western limits of the city, which is now owned and operated by Walton Bros. A fourth mine was opened by a co-operative company about three-fourths of a mile south-east of the village in 1886. These two latter mines are still in operation, giving employment to about fifty men and yielding a corresponding amount of coal.

In 1872 the Chicago and Paducah, now a branch of the Wabash railroad, was completed through the village. This gave competition in freights and direct communication with Chicago and St. Louis.

Fairbury has in the past suffered more loss by fire, in proportion to its size, than any city or village in the whole country. At different times nearly the whole business part of the village has been consumed, but each time she has arisen from her ashes more beautiful than before. Prior to 1887 the facilities for extinguishing fires were very meager, but in that year a system of water works was completed at a cost of about $8,000, which supplies an abundance of water at an elevation sufficient to carry it over the highest buildings in the village. A well drilled hose company is always ready to respond in case of an alarm of fire.

HOW THE VILLAGE LOOKS NOW.

The village is located on a gently undulating prairie, from which, the water is drained readily and finds its way to Indian creek, which carries it northward to the Vermillion. The T., P. & W. railroad, running east and west, divides the village into nearly equal parts. The Wabash railroad, coming from the north-west, joins the T., P. & W. near the western limits and both roads use the same track from there to Forrest.

The bulk of the business is on Locust street, which runs parallel with the railroad on the north side. The north side of this street is built up for several blocks, mostly with substantial brick business houses; the south side is lined with mills, grain elevators, lumber yards &c. Throughout the residence portion of the village are many elegant buildings, and few that do not have a neat and comfortable appearance. Eight churches, some of them very elegant structures with their tall graceful spires, add to the beauty of the scene. Away from the business center, the whole village presents an appearance of thrift, comfort and elegance. Along the principal business streets the scene is one of bustle and business activity that is seldom seen in villages of its size.

Its location, in the center of a vast extent of the richest prairie lands in the state that are highly cultivated by an intelligent and prosperous class of farmers, makes Fairbury a natural shipping point for immense quantities of grain and live stock. To this natural advantage of position is added the superior shipping facilities provided by its two railroads, which give it direct connection with Chicago, St. Louis and the best markets of the east. The early development of its coal mines undoubtedly gave it a great advantage over its rivals, and brought much trade to the village that would have naturally gone elsewhere. But all, or a great part of these advantages, would have been lost but for the enterprising and liberal character of the men who do business here. Whether it is true or not it is believed by the people throughout a wide section of country that goods of all kinds can be bought in Fairbury as cheap as in Chicago, and this belief has become so general and extended so far that people come here from within a few miles of Bloomington to purchase their supplies, which are to be found here in almost as great variety as in that city. The merchants here do not try to get rich by the sale of a few dollars worth of goods, nor do the dealers in grain and live stock attempt to amass a fortune from the profits on one or two shipments. They have adopted and are carrying out a wiser course. By reducing their per cent. of profits they have increased their annual income and at the same time helped to build up a little city whose prosperity is the envy and wonder of surrounding villages and cities.

SOUTH SIDE SCHOOL BUILDING

SCHOOLS.

The institution that above all others receives the greatest attention and commands the most generous financial support from the people of Fairbury is their public schools, and they have been brought to a high degree of efficiency by a liberal and wisely discriminating policy that has constantly demanded the best results without regard to cash. The people have been careful to select only men of education and intelligence to serve as school officers and they in turn have exercised great care in employing competent teachers. The result has been a steady advance in the discipline of the schools, the grade of scholarship and the interest of both parents and pupils in the work of the schools. Two buildings are used for school purposes. The one on the north side was built in 1860 and is a frame building containing four rooms. The south side building is of brick and was erected in 1880. It contains eight large rooms, besides recitation and cloak rooms and a basement. The cut at the head of this article gives a very fair idea of its outside appearance. Inside it is well furnished and well supplied with apparatus, charts, books of reference, etc., and heated with steam. Twelve teachers besides the principal are employed, four in the north side building and eight in the south side.

The course of study is divided into twelve grades—two in the primary department, three in the intermediate, four in the grammar, and three in the high school. Promotions are regularly made each year, but pupils who have satisfactorily completed any grade may be advanced to the next upon individual application to the principal.

The course of study comprehends all the branches necessary to thoroughly fit the pupil for the active business of life, for teaching or to enable him to prosecute his further studies alone or to enter the classes of the best colleges. Upon the completion of the high school course the pupil is awarded a diploma. The daily attendance in the high school is sixty, of whom eight are in the senior class. The average monthly attendance is 550, including all departments. From the time the pupil enters the primary department at six, till he graduates from the school at eighteen, he is drilled in the practical illustration of every principle he is required to learn. The memory is not allowed to take the place of the understanding, but thoroughness at every step is insisted upon, and before the pupil is allowed to pass a study he must understand as well as remember. The training given in bookkeeping and commercial calculations is a sample of the general system of practically illustrating and applying principles. Each pupil in this branch of study becomes by turn a banker, a merchant, a manufacturer, a broker, etc., transacting business with his fellow students, paying money, passing checks, making leases, mortgages, etc., and recording in his books the actual transactions, thus learing by practice to apply the principles laid down in the text books. This theory of illustration is carried into practice in every department, and the pupil is taught to think and reason and to rely on his own mental process.

The government of the schools is based upon mutual respect for the rights of each other, and the principles of gelf government are applied as far as practicable. This mode of government has had a happy effect in developing a sense of responsibility among the pupils and a patriotic pride in the schools, which makes violations of the rules of rare occurrence. Tardiness has been reduced to an astonishingly low point. During the month ended December 17th only seven pupils were tardy out of 543 on the rolls.

Prof. Bangs, who is the principal, is among the most distinguished educators of the state. He is assisted by a corps of teachers, who have been selected solely on account of their experience and high qualifications as instructors.

To those seeking a location, where their children may have the best possible educational advantages in an intelligent and moral community, there is no place that can offer inducements superior to those to be found in Fairbury.

To those preparing themselves to teach, the advantages are thoroughly competent instructors and the privilege of daily observation of the practical workings of a model school. Non-resident pupils are admitted to the schools by the payment of a small tuition fee.

M. E. CHURCH.

This seems to have been the pioneer church organization in Fairbury, it having been organized in 1858, a few months in advance of the organization of the Presbyterian church. At that time there were but twelve members. Services were held in the school house until the following autum, when a church edifice was completed at a cost of $2,600. This building was a frame, and was removed in 1876 to give place to a large and elegant brick structure, which cost about $10,000. It was dedicated in December, but was destroyed by a storm that passed over the village in June, 1877. This was a severe loss to the congregation, but within a few weeks the work of rebuilding was begun and in January, 1878, the large, two story brick edifice with its stately spire had arisen from the ruins, and was dedicated by Rev. W. H. H. Adams. The cost of this building was about $6,000. Its seating capacity is about 600. The present membership is 275. A Sunday school is kept up with an average attendance of 200.

Rev. R. B. Williams, who is the present pastor, is a native of Tennessee, and entered the Central Illinois conference in 1870. He is now in the second year of his present pastorate, but was pastor in 1876, at the time of the building of the first brick church, which was blown down.

CHRISTIAN APOSTOLIC CHURCH.

This society was organized about 1874, with about eight members. The same year they purchased the old Presbyterian meeting house, which they moved to the south side of Paducah avenue, and still occupy. It is a frame building and has seats for 200 people. The present membership is about 100. Rev. John G. Steidinger has been their pastor for over twelve years. The affairs of the church are in a very satisfactory condition.

BAPTIST CHURCH.

This church was organized in 1863, and in 1865, erected a house of worship at a cost of $3,000, in which, the congregation continued to worship, till 1888, when it was removed and an elegant brick structure erected on its site. This building has a seating capacity of about 400, and when completed its cost will be $6,000. It will be dedicated Sunday, March 10th. At present the communicants number ninety. An interesting Sabbath school is kept up with an average attendance of about eighty-five. The church has been without a pastor for nearly a year. The last incumbent was Rev. J. J. Crosby, who now resides in Holdridge, Nebraska.

AFRICAN M. E. CHURCH.

This society was organized in 1875, with a membership of about twenty. Their first house of worship was one originally erected by the Baptist congregation. In March, 1885, it was destroyed by fire. The same year the present building, which is a neat and comfortable frame, was erected. It will comfortably seat about 200 persons. A Sunday school is kept up, with an average attendance of about twelve. Though this little society numbers only fourteen persons, the necessary expenses are cheerfully borne. Their pastor is Rev. R. P. Tyler, who resides in Normal, and preaches here on alternate Sundays.

FREE METHODIST CHURCH.

This congregation was organized in 1883, with a membership of about thirty. In 1884 they erected a neat and comfortable frame building, which will comfortably seat about 220 people. The cost of this